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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

# FORMATION REPORT

CD NO.

25X1

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THIS IS UNEVALUATED INFORMATION

1. Turbojet fighters have frequently been seen [redacted] since 1948. They flew as low as 1,000 feet, four or five aircraft of the same type flying together. Description:
- 25X1 a. fuselage: Small and slim, extending far beyond the wings.
- 25X1 b. Short wings set on lower side of fuselage forward of mid-fuselage. Trailing edge straight, leading edge rounded at tip and base, wings in slight dihedral.
- c. Power plant: One turbine fitted in center of fuselage at the bottom, exhaust outlet about mid-fuselage; under-side of fuselage from exhaust outlet forward, black.
- d. Tail assembly: Single elevator assembly fitted at rear of fuselage. The straight leading edges of the elevator and rudder assembly were in one plane, at right angles to each other. The leading edges of the control surfaces were rounded and tapered.
- e. Cockpit: Flat glazed cupola set above the wings.
- f. Crew: Presumably one man.
- g. Armament: No observations were made except of two very thick, long, and parallel rods projecting from the upper section of the nose. The weapons of these aircraft were often heard firing in the manner of light antiaircraft guns.
- h. Paint: Silvery. Under-side of fuselage from exhaust outlet blackened.
- i. Markings: Only Soviet star was observed.
- k. Flight properties: Apparently not quite as fast as the

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German turbojet fighters seen during the war. [redacted]

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[redacted] all the stunt-flying maneuvers except narrow curves were performed very well. Excellent rate of climb; angle of climb up to 90°.

1. Flying: This type was first observed in 1948 and was then seen in large numbers, also at night, flying with position lights, particularly in 1949. They were not observed in bad weather. Flying in formations of three was often seen.
2. Ground attack aircraft were also frequently seen but never in the vicinity of the field. They flew either individually or in formations of three and nine aircraft, the maximum number of planes of this type being observed was about 27. These planes were the single-engine propeller ground attack aircraft often seen at the front during the war, but they were noticeably faster. Stunt flying was not observed. These planes also flew at night (with position lights) and in bad weather. They apparently fired with light aircraft cannon which sounded like light antiaircraft guns. Bombs were also dropped at night in the vicinity of YAROSLAVL, cement practice bombs and live bombs being released, judging by the sound of the falling bombs and the observed impacts on the ground.\*

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Comment:

The comparatively good and clear description of the jet fighter type observed in YAROSLAVL is apt to clarify former contradictory descriptions. It can be assumed with certainty that the observed jet fighter was a craft fitted with a turbine under the fuselage and the exhaust outlet about below the trailing edge of the wing, i.e., a 1947 model. This jet fighter very probably is the Yak type which, as a further development of the Yak-15, was displayed in the summer of 1947 and 1948. This assumption is supported by the data on the armament and the flight performance. The statement that night flying was also done with this plane seems to be of particular importance.

\* The ground attack aircraft probably was the IL-10 whose improved performance, as compared with the IL-2, was particularly observed. However, the presence of these ground attack aircraft was reported for the first time and thus requires confirmation. The following units are assumed to be stationed at the field:

- a. A fighter unit equipped with jet aircraft.
- b. Possibly a ground attack regiment equipped with IL-10s.

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